

UNION LEADERS SEE RAIL COLLAPSE NEAR

Declare Delay in Boosting
Wages Will Bring Peril of
Service Breakdown.

THOUSANDS QUIT JOBS

Seriousness of Situation Is
Shown in Statement Issued
on Eve of Labor Hearing.

Specified to THE SUN AND NEW YORK HERALD.
WASHINGTON, May 16.—The seriousness of the railroad delay in the traffic centers of the country, made apparent by the action of the railroad executives in asking the Interstate Commerce Commission to exercise its emergency powers of control over the roads, was emphasized today by representatives of the seventeen railroad labor organizations.

Further delay in meeting the workers' request for increased wages will place the country face to face with a breakdown in its transportation service, according to the railroad labor leaders. "Advocates of the efficiency and safety of the service have been seriously impaired by the action of thousands of employees who have quit to find higher wages elsewhere," says a statement authorized by leaders of the seventeen unions and made public here on the eve of their appearance before the Railway Labor Board, which resumes its hearings on wage demands at Chicago to-morrow.

The freight congestion now threatening to stop the wheels of industry is one of the first effects traceable to the failure to bring wages up to the level of a living wage. Moreover, railroad travel is becoming hazardous by reason of the reduction of almost one-third in the number of track workers, whose duty it is to guard the roads against wrecks and accidents.

I. C. C. Is Ready to Act.

Except for the statement urging increased wages no comment was made by the Interstate Commerce Commission today to rely upon the emergency powers of the commission was forthcoming from the railroad labor leaders, most of whom have left Washington for Chicago to-morrow. It was their view that the mere restoration of the system of priority of shipment, car diversions and traffic curtailment cannot deal effectively with the situation.

No definite action toward establishment of the emergency authority given to the commission under the transportation act, formally requested by the railroad executives, has been taken by the commission, but there is every indication that orders will be issued early this week by which much of the control exercised by the Railroad Administration during the period of Federal operation will be restored.

The railroad executives are standing pat in their view that the situation can be bettered within a few weeks by means of preferential shipments, at least as far as the movement of food, fuel and other necessities of life is concerned. They admit, however, that the problem is one of men and money, not of material. The shortage of labor is hampering the roads throughout the country.

An Appeal to the Public.

In issuing their statement, which endeavors to show the relation between existing wages paid railroad employees and the freight congestion, the labor leaders contend that in view of the gravity of the situation they feel it their duty to appeal to the public for aid.

"We have submitted evidence to the Railway Labor Board that only 35 per cent. of the whole army of railroad workers are receiving a living wage. Of the whole number 44 per cent. and their families are underfed, 69 per cent. underdressed and 61 per cent. inadequately housed. More than 500,000 railway employees do not earn in a normal year \$175.

"Here is the entire transportation system of the country not with its unskilled labor alone working below the level of subsistence. Under such conditions it should not be surprising that officials of the various organizations of railway employees should find it difficult to maintain discipline within their ranks. Soldiers should be stung that men are leaving the railway service and that other men cast respect for wage agreements to the wind. Unrest in the ranks of the railroad workers is naturally increasing, and increasing at an alarming rate."

Banking Facilities Needed.

Mr. Harriman said the American ship owner should cooperate with the American exporter, and American banking facilities must be established for the assistance of both. It could not be expected that freight rates would get back to the pre-war basis, but it was to be hoped that the relationship between freight rates and commodity prices would be re-established. It was certain that there would be a great reduction in bulk cargo rates, such as coal from the United States and nitrates from Chili to Europe, before general cargo rates are lowered. In regard to the making of ships Mr. Harriman said:

"It is important that America should continue to encourage ship construction; companies in a strong financial position should do their share, and the United States Shipping Board must not hesitate to complete its program. Many of the world's trades are hampered today by the lack of proper shipping. Our labor is paid higher wages than European labor, and this is a big item of cost in ship construction. On the other hand, we have lower material costs. This will be the case for some time, particularly in connection with steel. Furthermore, our shipyards are new and equipped with the most up-to-date machinery. Labor must cooperate with the shipyard owner in taking full advantage of these conditions so that the greater part of the higher cost may be offset by a lower output per man hour. The continued employment of American shipbuilding labor is dependent on the ability of the American shipyards to compete successfully with foreign countries."

CALLS WET ISSUE PARAMOUNT.

Gov. Edwards Corrects Reports That He Is Dodging It.

Specified to THE SUN AND NEW YORK HERALD.
ATLANTIC CITY, May 16.—Gov. Edwards, before leaving for his home in Jersey City this afternoon, denied reports that he intends to dodge the prohibition issue in his campaign for the Presidential nomination and to stress instead his qualifications as a business man.

"Those reports are unwarranted," said the Governor. "I positively will insist on a wet plank in the platform. Persons responsible for such yarns would make me powerless on prohibition. Just watch me. When I go to San Francisco Convention, I will extol myself to the utmost for a wet plank. If no man in the party better qualified than I has the courage to stand flat footedly on it, I will offer myself as the candidate because of the convictions that there is no other question that more gravely concerns the American people to-day than that of personal liberty and States rights."

U. S. WILL ACT TO BREAK FREIGHT JAM

Interstate Commerce Commission Expected to Issue
Priority Order.

TO BAR CERTAIN CLASSES

Financial Resources of Business Houses Affected by
Traffic Delays.

WASHINGTON, May 16.—There were indications to-night that the Government would act within forty-eight hours to break the nationwide freight jam which for nearly a month slowly has been clutching its grip on the throat of industry.

Sweeping orders by the Interstate Commerce Commission granting priority of shipment for food, fuel and perishables were awaited confidently by railroad officials who appealed yesterday to the commission to use all the emergency power vested in it by the transportation act. They expected the commission also to bar temporarily the transportation of all "dead" freight, so that necessities of life could be rushed to communities where shortages now exist.

The commission was understood to be prepared to lay aside its routine business in order that its whole effort might be directed at ending the traffic congestion. Its experts have been instructed to work in conjunction with the American Railroad Association car service committee in assembling all available data on the car situation, with a view to apportioning the supply where it would do the most good.

Appeals of the railroads for help have brought to light new dangers in the situation. Developments in the last twenty-four hours showed that a decidedly menacing condition confronted the commercial world through the tie-up of the financial resources of business houses. Delay in movement of products has asserted to have brought many plants face to face with imminent shutdown, because of the failure to finance further production without heavy borrowings to replace the money temporarily tied up. Interest rates at this time are so high as to make that course out of the question for most of the manufacturing concerns, according to Treasury officials. It was said the commission was costing the nation millions a day through under production.

Wholesalers and retailers alike are suffering from inability to obtain delivery of goods due for a month or more, railroad men said. This has caused a shortage in some lines which threatens to become serious unless the Government effectively can break the blockade. Railroad officials reiterated their purpose to go "all the way" with the commission on any programme. They frankly were willing to unify to the limit, exchange equipment, or make other arrangements to meet the temporary requirements. What they want, they asserted, is a lifting of the burden until they can get on their feet.

The volume of freight of all kinds offered for transportation was said to be larger than the roads ever had been called upon to handle. Railroad men said that unless there was quick relief the jam would grow and the movement of any freight be made more difficult within a few days because of the increasing number of cars tied up.

U. S. TO BUY SILVER

AT DOLLAR AN OUNCE

Orders Are Issued to Director of Mint.

WASHINGTON, May 16.—The Treasury Department announced to-day under provisions of the Pittman act, which are mandatory, Secretary Houston has issued standing orders to the Director of the Mint to buy silver at \$1 an ounce, delivered at the option of the Director at the Assay Office at New York or the mints at Philadelphia, Denver and San Francisco up to the aggregate amount of \$20,000,000 ounces.

Silver so purchased, the announcement set forth, must be "the product both of mines situated in the United States and of reduction works so located, and clear unequivocal proof of that effect will be required."

NEW YORK FARMERS

Organize to Buy and Sell
Necessaries of Life.

Special to THE SUN AND NEW YORK HERALD.
BRIDGE, May 16.—Organization of a million dollar cooperative buying and selling association to deal in necessities of life among farmers was started here yesterday at a meeting of representatives of the New York State Dairy-men's League, the State Grange and the State Federation of Farm Bureaus.

The association will start in business dealing in seeds, fertilizer and farm implements. Later its scope is to be broadened to include food, clothing and all other commodities.

Cooperative warehouses and grain elevators are to be acquired in all sections of the State to handle the farmers' products. The New York Grange Exchange will at the start form the nucleus of the organization. Syracuse is to be the headquarters and main distribution point. Activities of the Dairy-men's League and the farm bureaus along cooperative lines, which have been more or less sporadic, are to be merged. Stock in the corporation will be sold to farmers only and only members will be allowed to buy and sell from and to the corporation at cost prices plus the cost of handling. As the three largest farm organizations are included in the merger the new organization is representative of almost every farmer in the State.

COMBERS DEPLORES

SLUSH FUND TACTICS

Says Labor's Political Foes Are Using Too Much Cash.

WASHINGTON, May 16.—Samuel Gompers, president of the American Federation of Labor, discussing to-night problems concerning political and industrial warfare considered by the executive council, declared money was being "expended in inexcusable quantities by those who seek political office in the interests of the enemies of labor."

In preparation for the Federation convention at Montreal, June 7, Mr. Gompers said the council had given particular consideration to matters of importance in connection with the National Non-Partisan Political League. Reports received from all parts of the country indicated, he said, "a most satisfactory progress in the campaign to defeat the enemies of labor and to elect the friends of labor."

Referring to alleged expenditures Mr. Gompers declared: "We can only meet dollars with determination, efficiency with character and falsehood with truth, which we shall do."

TIFFANY & Co.

FIFTH AVENUE & 37th STREET

CLOCKS BRONZES LAMPS

CHINA AND GLASS

URGES TRUCK ZONE

TO END FREIGHT WAR

James Riordan Offers Plan for Traffic Relief.

James J. Riordan, president of the United States Trucking Corporation and a member of the Mayor's special committee on traffic conditions, wrote yesterday to Mayor Hylan and Alfred E. Marling, chairman of the Citizens Transportation Committee, suggesting a new plan to relieve traffic congestion.

Mr. Riordan suggests that the city be divided into trucking zones in charge of zone officers, to whom all merchandise trucking orders originating therein will be submitted. Trucks will be thus assigned from the stable nearest the place from which the merchandise is to be hauled.

This plan has been tried successfully by Mr. Riordan's company, he says, and has relieved the streets of duplicating traffic to a considerable extent. On Manhattan Bridge alone 300 trucks which previously used that thoroughfare have been eliminated. Congestion also has been relieved, Mr. Riordan states, by trucking at night.

He does not touch on the question of union teamsters handling non-union goods, which is the principal reason for the trucking trouble, according to the Merchants Association. Mr. Marling said last night he had not received the letter, but that he would be glad to consider Mr. Riordan's suggestions.

The trucking committee, under Col. Frederic A. Miller, will proceed to-day with the organization of an independent system to supplant unionized teamsters who refuse to haul freight from the strike affected plants of the coastwise steamship companies.

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LEAGUE FORMED TO FIGHT PROHIBITION

Prominent New Englanders to
Educate Public as to
Law's Evils.

Special to THE SUN AND NEW YORK HERALD.

WASHINGTON, May 16.—A constitutional liberty league to procure repeal of the Volstead prohibition enforcement act is in process of formation. It will have agencies in every State and will undertake to meet and overcome the propaganda of the Anti-Saloon League by educating the country to the evils of prohibition and promoting legislation that will regulate the liquor traffic through the local police power, while still preserving individual liberty.

The league has opened offices in Boston, where many leading New Englanders are associated with it, including Louis A. Coolidge, former Assistant Secretary of the Treasury, Dr. Miles Standish, William Roscoe Thayer, Frederick Winthrop, Hugh Bancroft, Francis Peabody, Robert S. Hale, Gen. Samuel D. Parker and others. A Pennsylvania organization will be started at once and other States will follow rapidly.

The activities of the league will be carried on "in all proper and lawful ways to influence public opinion, to the end that the standards of personal liberty of thought and conduct which were established by the founders of the Government of the United States of America shall be maintained and safeguarded."

Its further purpose is "to oppose any impairment of the rights of American citizens as vested in them by the first amendments of the Constitution of America."

Charles C. Rackemann, president of Ralph

Adams Cram, vice-president; Dr. Charles M. Green, vice-president; Francis Regis, or by the Constitution itself.

The officers of the Constitutional Liberty League of Massachusetts are: Adams Cram, secretary, and Alexander Lincoln, treasurer.

Fred Spaulding, former director of the League for the Preservation of American Independence, who successfully fought the League of Nations covenant, has been chosen as executive secretary and organizer of the new body.

A meeting is to be held in Washington soon at which plans for the organization of other branches throughout the United States will be formulated.

There is a possibility the nation will know the fate of constitutional prohibition before nightfall, as the United States Supreme Court reconvenes to-day after a recess of two weeks. The court has had the arguments for and against prohibition and the Volstead enforcement act under advisement for more than seven weeks. Rumors that the decision would be announced when the court reconvened have been current for several days.

William H. Hirst, attorney for the brewing interests, said yesterday the brewers are hopeful of a favorable decision. Should the court upset the constitutional amendment the country may become "wet" as soon as peace is declared. If the amendment is upheld and the Volstead act declared unconstitutional, a beverage of an alcoholic content to be decided jointly by the States and Congress may be placed on the market, but not until the state of war is ended, should be sustained by the courts, the last hope of the "wets" is gone.

For Lower East Side Memorial.

The Community Memorial Committee of the lower East Side will meet this evening at 63 Madison street to inaugurate a campaign to erect a bronze tablet in memory of the young men of that section who lost their lives in the war. The district which is being canvassed lies south of Coenties Hook, as far as Battery Park. Fifty names already have been listed.

Ru-stella

The Phonograph with the master made horn

Paying Cash Means Buying for Less

WHEN some stores

which sell merchandise

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decide to reduce

the retail price of their

wares, they insist upon

being paid CASH.

This bears out our contention

of the advantage

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We always sell for

CASH only—our prices

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the city.

The Ru-stella is the

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Ru-stella, Model D, \$89.50 CASH.

Machines of similar type and size elsewhere

on terms at \$150.00 and more.

Four other models at \$42.50 to \$184.00

CASH.

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R. H. Macy & Co.

HERALD SQUARE, Inc. NEW YORK

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BROADWAY at 51st ST.

KARL JORN

AND 100 SINGERS IN

"LOHENGGRIN"

(2nd Act in English)

SENATIONAL FILM VERSION OF

"SHORE ACKS"

with ALICE LAKE

MRS. SIDNEY DREW COMEDY

Sherman Creek

Generating Station

West 201st Street

and Harlem River

District Offices and

Show Rooms

50th Street and Broadway

140th Street and Broadway

AMUSEMENTS.

STRAND

A NATIONAL INSTITUTION

DORIS KEANE in ROMANCE

Strand Orchestra

Palace

FRITZ SCHEFF

Boonville, Pa. Law Firm

and Duffy, others &

Herbert Croshaw, Chgo.

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America's Foremost Theatres and Halls. Direction of Lee and J. J. Shubert.

Wintre Garden B'way 42nd St. Eves. 8:30

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LOUIS DE POE, WORLD. "A Dazzling New Spectacle. Times all the rest."

BOOTH Theatre, 44th W. of Broadway.

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The Charmers "NOT SO LONG AGO"

CASINO 20th STREET

Eves. 8:30. Mats. Wed. & Sat. 2:30.

BETTY, BE GOOD

THE MUSICAL COMEDY SENSATION.

SHUBERT Eves. 8:30. Mats. Wed. & Sat. 2:30.

SOTHERN MARLOWE

LAST WEEK TO-NIGHT TWELFTH NIGHT.

4th St. Thos. Dr. B'way. Eves. 8:30. Last 8

CEN. LEAN IN "LOOK WHO'S HERE."

48th St. Thos. Dr. B'way. Eves. 8:30. 27th

STORM

PLAYHOUSE W. 48th St. Eves. 8:30. 100th

E Wonderful Thing

CENTRAL Thos. 47 St. & B'way. Eves. 8:30.

BERNARD A BORDONI

In the Fantastic Musical Revue.

NORA DAVES (Eves. 8:30. Mats. Wed. & Sat. 2:30.)

"LASSIE"

SEASONS BIGGEST MUSICAL HIT!

Garrick 31st St. Dr. B'way. (Mts. Thurs. 2:30.)

THEATRE GUILD's Greatest Success.

"JANE CLEGG"

By John G. Blythe, author of "John Fergus."

COMEDY 41st St. Dr. B'way. Eves. 8:30.

POP. MAT. TO-MORROW 8:30. 2:30.

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FRIENDS CRAWFORD

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TO-NIGHT AT 8:30.

AS CHINESE WIFE